

In the Specification:

Please amend the **Brief Description of Drawings** as follows:

Figure 1 is a perspective view of the assembled coupler lock of an embodiment of the present invention showing the shaft inserted into the lock body of the coupler lock and a key inserted into the keyway of the coupler lock;

Figure 2 is an exploded view of the coupler lock of Figure 1;

Figure 3 is a side view of the coupler lock of Figure 1 showing the shaft inserted into the lock body of the coupler lock;

Figure 4A is a side view of the coupler lock of Figure 1;

Figure 4B is a cross-sectional view of the coupler lock of Figure 1 as taken through A-A as shown in Figure 4A;

Figure 4C is a cross-sectional view of the coupler lock of Figure 1 as taken through B-B as shown in Figure 4A;

Figure 4D is an end view of the coupler lock of Figure 1;

Figure 4E is a cross-sectional view of the coupler lock of Figure 1 as taken through C-C as shown in Figure 4D;

Figure 5 is a perspective view of the neck of a trailer, showing a latch in a closed position and a coupler lock attached to the latch such that the latch cannot be placed in an open position without removal of the coupler lock;

Figure 5A is a perspective view of the lock assembly of Figure 5, showing the latch in a closed position, the coupler lock attached to the latch, and the coupler, partially cutout, secured to a hitch ball;

Figure 6 is a perspective view of the neck of another trailer, showing a latch in a closed position and a coupler lock attached to the latch such that the latch cannot be placed in an open position without removal of the coupler lock;

Figure 6A is a perspective view of the lock assembly of Figure 6, showing the latch in a closed position, the coupler lock attached to the latch, and the coupler secured to a hitch ball, which is shown partially in phantom;

Figure 7A is an exploded view of a second embodiment of the present invention; and

Figure 7B is a perspective view of the embodiment shown in Figure 7A.

Please amend Paragraph 0025 as follows:

The coupler lock **10** is operated as described below. The narrow end **94** of the shaft is inserted into an opening in the device **100** (e.g., the latch of a trailer hitch) that is desired to be locked or secured. The shaft **30** is pushed through the opening until it can be pushed any further, normally at the point where the flange **92** of the shaft contacts the device **100**. The device is preferably a latch **100** of a trailer hitch **105**, the latch securing the trailer to a vehicle. A ball receiver **107** is attached to the trailer neck **105** and the latch **100** provides a securing mechanism. The latch device **100** is preferably in the closed position, meaning, in the case of a trailer hitch, that the trailer cannot be disconnected from the vehicle without moving the latch to the open position. After insertion of the shaft **30** into and through the opening in the latch **100**, the lock body **20** is attached to the shaft **30**. This is done by moving the lock body **20** to a point where the narrow end **94** of the shaft enters and is inserted through the shaft opening **48** on one of the sides of the housing **35** of the lock body **20**. The lock body **20** is designed such that the shaft **30** can be inserted into the lock body on either of the two sides of the lock body that has a shaft opening **48**. When the shaft **30** is inserted into the lock body **20**, the shaft extends through the shaft openings **83** in the housing cap **45** and through the opening **72** in the locking plate **70**. The lock body **20** is slidably moved along the shaft **30** until the locking plate **70** within the lock housing **35** is aligned and engaged with one of the recesses **95** in the shaft **30**. At such a point of engagement, the springs bias **74** the locking plate **70** into a position such that the edge of the locking plate opening contacts the bottom **106** and the vertical edge **102** of the recess **95**. Preferably, the lock body **20** is slidably moved along the shaft **30** such that the locking plate **70** engages with a shaft recess **95** that is as close as possible to the flange end **92** of the shaft. The coupler lock is adjustable for latches **100** of different widths since the shaft of the lock has multiple recesses **95**, each of which can engage the locking plate **70**. However, it is preferable if the lock body **20** is positioned at a point along the shaft **30** such that the locking plate **70** engages the shaft recess **95** that is located closest to the latch **100**. The tapered edge **104** of each shaft recess **95** provides a camming surface for the locking plate **70** such that the lock body **20** can be

slidably moved along the shaft 30, in a direction toward the flange end 92, without the use of a key 39. The tapered edge 104 of the recesses allows biasing of the locking plate 70 against the force of the springs 74 as the shaft 30 is slidably moved the lock body 20. It is also possible to unlock the locking mechanism 50, using a key 39 for example, and then slidably move the lock body 20 along the shaft 30 toward the flange end 92. When the lock body 20 is engaged in a shaft recess 95, it is not possible to then slidably move the lock body 20 in the opposite direction along the shaft (i.e., in a direction toward the narrow end 94 of the shaft) in order to remove the lock body 20 from the shaft 30. When the coupler lock 10 is so positioned, the latch 100 of the hitch cannot be opened and the trailer cannot be removed from the vehicle. Figures 5 and 6 show the latch 100 of a trailer hitch in the closed position and the coupler lock 10 attached, as described above, locking the latch in the closed position. Figures 5A and 6A show the latch 100 of a trailer hitch in the closed position and the coupler lock 10 attached, as described above, locking the latch in the closed position. The ball receiver portion 107 of the coupler is shown in contact with a hitch ball 200. In the exemplary assembly shown, the hitch ball is mounted to a ball mount 210 by a nut 220.